

BRISTOL TENNESSEE / VIRGINIA URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

BRISTOL TENNESSEE / VIRGINIA URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

Abingdon, Virginia • Bristol, Tennessee • Bristol, Virginia • Sullivan County, Tennessee • Washington County, Virginia

Executive Board Meeting

Thursday, February 9, 2023

9:00 AM

[Teams Meeting Link](#)

1. **Call to Order**
2. **Roll Call**
3. **Unscheduled Comments from the Public**
4. **New Officer Elections**
5. **Approval of Minutes of December 16, 2022 (Action Required)**
Presenter: Chair
6. **Comments from TDOT Commissioner Butch Eley**
7. **Amendment #1 to the FY 2022-2023 Unified Planning Work Program (Resolution 23-01)**
Presenter: Tyler Gillenwater & Micah Bray
8. **Performance Measure Targets – PM2 & 3 (Resolution 23-02)**
Presenter: Tyler Gillenwater
9. **Federal Fiscal Year 2022-2025 Transit Asset Management (TAM) Targets (Resolution 23-03)**
Presenter: Tyler Gillenwater
10. **Census Bureau 2020 Census Urban Areas Update**
Presenter: Micah Bray
11. **State/Local Partners Updates**
12. **Other Matters**
13. **Adjournment**

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Item 4
New Officer Elections

[Executive Board By-Laws Article V-Organization] The Executive Board shall elect a Chairman and Vice-Chairman from its membership. Election of officers shall take place on the first meeting of the calendar year and the term of office shall be two years or until such time new officers are elected. An officer may serve successive terms, with no limitation to the number of terms.

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Item 5
Approval of Minutes of December 16th, 2022, MPO Executive Board Meeting

Bristol Urban Area
Metropolitan Planning Organization
December 16, 2022 - Minutes

Board Members Present:

Bill Sorah – City of Bristol, Tennessee
Ambre Torbett – Sullivan County, Tennessee (Chair)
Mayana Rice – Town of Abingdon, Virginia
Supervisor Phillip McCall – Washington County, Virginia
Blake Ailor – Virginia Department of Transportation

Board Members Absent:

Kevin Wingard - Bristol, Virginia
Ronda Sawyer – Tennessee Department of Transportation

Others Present:

Chase Milner (FTRPO)	Nick Vaness (Mattern & Craig)
Cherith Young (City of Bristol, TN)	Melanie Fleenor (City of Bristol, VA)
Eric Kerney (SCHD)	Samantha Farmer (VDOT)
Mason Gragg (MRPDC)	Micah Bray (Bristol, TN)
Michael Survett (Town of Abingdon)	Candace Long (NET TRANS)
Troy Ebbert (TDOT)	Brian Hurst (TDOT)
David Richardson (Mtn. Lynx)	

Call to Order

MPO Chair Ambre Torbett called the meeting to order at 10:05 a.m. on Friday, December 16, 2022, in the Ewell L. Easley Municipal Annex, Bristol, Tennessee.

Item 1 – Roll Call

MPO Secretary Tyler Gillenwater conducted roll call. A quorum of members was present.

Item 2 – Comments from the Public

There were no comments offered from the public.

Item 3 – Approval of Minutes

Bill Sorah moved to adopt the minutes of the September 8, 2022, MPO Executive Board Meeting as submitted; seconded by Mayana Rice; motion carried unanimously.

Item 4 – Fiscal Year 2023-2026 Transportation Improvement Program

Presenter Tyler Gillenwater discussed the FY 2023-2026 TIP. Tyler informed the board that the MPO had a few more corrections to make on the TIP but, the MPO was given permission by FHWA to move

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forward with adoption at the board meeting with final approval to come from FHWA. Bill asked if the TIP would need to be voted on again after final corrections and FHWA approval. Tyler stated that the corrections were not substantial enough to need another adoption. Blake Ailor informed the board that the Virginia portion of the TIP is on a different cycle and will be updated in 2023. Troy Ebbert wanted to inform the board of the exceptional work that both Micah and Tyler performed in getting the TIP in good standing and adoption in such a short timeline. Troy Ebbert moved to adopt the Fiscal Year 2023-2026 Transportation Improvement Program; seconded by Bill Sorah; motion carried unanimously.

Troy discussed the performance process review that small MPO's must go through to self-certify. There were no findings in the review and Troy mentioned that the mayor and board will get documentation regarding the review. Troy made a motion to approve the self-certification resolution; seconded by Bill Sorah; motion carried unanimously.

Item 5 – Performance Targets:

Tyler Gillenwater discussed TDOT and VDOT Safety Performance Measures (PM1). Tyler provided target information for the board members to look at. Troy discusses a new tool that has been rolled out in TDOT called ASHTO that has crash information which is like the Titan system. Ambre asked if the Performance targets need to be taken as separate motions since there are three different resolutions and Tyler said yes. Troy informed the board that TDOT PM2 and PM3 targets will be available later in 2023. Bill Sorah moved to adopt Resolution 22-10; seconded by Blake Ailor; motion carried unanimously. Phillip McCall moved to adopt Resolution 22-11; seconded by Mayana Rice; motion carried unanimously. Phillip McCall moved to adopt Resolution 22-12; seconded by Mayana Rice; motion carried unanimously. Blake and Troy added discussion that both DOTs calculate their numbers differently.

Item 6 – Annual List of Priority Projects:

Tyler Gillenwater discussed the annual list of priority projects. Each year TDOT requests input from the MPO on TDOT sponsored transportation projects to be included in their three-year work program. This year TDOT has a new project ranking hub where projected details can be found. This year there are “committed” and “proposed” projects and only the proposed projects need to be ranked. Both Bristol MPO projects are proposed and were ranked. Tyler asked Brian Hurst, who was in attendance and works for TDOT, if he would like to give a presentation on the new changes that come with the project ranking hub. Brian discusses the money that TDOT gets for projects and how that money is split into each “region” and then further split to each MPO in those regions. Region 1 gets around 24.9% of the total dollars that TDOT receives which is around 100 million dollars. The 100 million dollars is then split between region 1 MPOs. Bill Sorah moved to adopt the annual list of priority projects (Resolution 22-13); seconded by Troy Ebbert; motion carried unanimously.

Item 7 – Annual Federal Funds Obligation Reports – TN and VA:

Tyler Gillenwater informed board members that each year the Bristol MPO is required to publish a list of federal funds that have been obligated on projects within the MPO area for the previous fiscal year. There were no actions taken on this item.

Item 8 – Bristol MPO 2023 Meeting Schedule:

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Tyler Gillenwater presented the Bristol MPO meeting schedule for 2023 and asked if the board would prefer to move the start time of the meetings from 10:00 AM to 9:00 AM. Tyler also suggested moving the May 11th board meeting to 1:30 PM to accommodate the request from Kingsport MTPO. The board decided to hold the meetings at 9:00 AM and will hold the May 11 meeting at 1:30 PM.

Item 9 – Other Matters

Tyler Gillenwater asked for Transit Partners to provide any updates. Candace Long with NET Trans said they received a grant from Department of Energy for 100 percent funding to put in six electric vehicle charging stations and six vehicles. NET Trans put an RFP out in the summer for scheduling dispatch software and will be awarding the contract soon. David Richardson with Mountain Lynx provided information to everyone on the areas that they serve. Melanie Fleenor gave an update on Bristol, VA transit and the transit development plan. Wes Ritchie with Bristol, TN transit informed everyone that Bristol, TN Transit took delivery on two new transit buses. Micah Bray with the Bristol MPO mentioned to board members that the Bristol MPO will be seeking information from jurisdictions regarding potential plans they would like to see the MPO take on. The MPO will begin getting information from jurisdictions and provide options at a later board meeting.

Item 10 – Adjournment

There being no further business to discuss, the meeting was adjourned at 10:52 a.m.

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Item 6

**Butch Eley, Deputy Governor and Commissioner of Transportation for
Tennessee**

[Build With Us](#)

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Item 7

Amendment #1 to the FY 2022-2023 Unified Planning Work Program

The UPWP identifies and describes all the transportation planning activities that will be carried out by the MPO. Bristol MPO staff are proposing an amendment to the FY22-23 UPWP. A list of additions to the UPWP are below:

Task I: Program Administration

Subtask – Administration and Coordination

- Develop and maintain Continuity of Operations Plan, to ensure the continuity of essential office functions in the occurrence of a major event/emergency/disaster.
- Attend statewide monthly conference calls, quarterly meetings, annual conferences and/or webinars with TDOT, VDOT, and MPOs.
- Attend meetings with other MPOs in the region, along with other MPOs across Tennessee and in other states, to foster a regional approach to transportation planning and share ideas.

Subtask – Supplies/Equipment

- Purchase supplies that are necessary for the execution of day-to-day operations as well as other objectives identified by the tasks and subtasks within the UPWP.
- Staff plans to replace borrowed city furniture by purchasing new office furniture for employees' offices (individual pieces costing less than \$5,000)

Task V: Multimodal Planning

Subtask – Active Transportation

- Collection, creation, and maintenance of the BTT & BVT Transit Feed Specification feed to integrate transit route schedules and mapping with trip planning services.
- Initiation of a microtransit feasibility study for Bristol Virginia Transit

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MPO Resolution 23-01

A Resolution Amending the Bristol Metropolitan Planning Organization Fiscal Years 2022-2023 Unified Planning Work Program

WHEREAS, a comprehensive cooperative and continuing transportation planning process is to be carried out in the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization; and

WHEREAS, under Federal Planning Guidelines MPOs are required to submit a Unified Planning Work Program (UPWP) that identifies the transportation planning projects and planning activities to be undertaken by local, regional, and or state agencies for the Bristol MPO Area for Fiscal Years 2022-2023; and

WHEREAS, the Fiscal Years 2022-2023 Unified Planning Work Program was adopted by the Executive Board of the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization and approved by the Federal Highway Administration and Federal Transit Administration; and

WHEREAS, Amendment #1 to the Fiscal Years 2022-2023 UPWP adds subtasks to Task I: Program Administration and Task V: Multimodal Planning.

NOW, THEREFORE, BE IT RESOLVED by the Executive Board of the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization as follows:

That Amendment #1 to the Fiscal Years 2022-2023 Unified Planning Work Program is hereby approved for the addition of subtasks to Task I and Task V.

RESOLUTION APPROVED:

Date: _____

Bristol MPO Executive Board Chair

Tyler Gillenwater, Secretary, Bristol MPO Staff

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Item 8

Performance Measure (PM) Targets – PM2 & PM3 (Action Required)

Summary: In reference to performance-based planning and programming, Federal regulations require the State DOT and MPOs to define and maintain targets for Performance Measures.

Infrastructure Condition (PM2) is in reference to pavement and bridge performance measures. State DOTs and MPOs must define targets for the following performance measures: Percent of Interstate Pavement in Good Condition, Percent of Interstate Pavement in Poor Condition, Percent of Non-Interstate National Highway System (NHS) in Good Condition, Percent of Non-Interstate NHS in Poor Condition, Percent of NHS Bridges by Deck Area in Good Condition, and Percent of NHS Bridges by Deck Area in Poor Condition.

System Performance (PM3) is in reference to travel-time reliability and emissions (Note: Performance measures for emissions are not applicable to the Bristol MPO). State DOTs and MPOs must define targets for the following system performance measures: Percent of Reliable Person-Miles Traveled on the Interstate, Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS, and Truck Travel Time Reliability Index.

Due to the technical documentation and administrative requirements for the MPO to develop and maintain performance targets independent from the State DOT, the Bristol MPO has previously supported the State DOT targets. In addition, because Bristol is a multi-state MPO, separate performance targets are adopted for each State DOT pertinent to each State's portion of the Metropolitan Planning Area.

Recommendation: Staff recommends adopting the performance targets established by the Tennessee Department of Transportation (PM2 and PM3)

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TENNESSEE DEPARTMENT OF TRANSPORTATION

INFRASTRUCTURE CONDITION (PM2)

Pavement Performance Measure	Baseline	2-Year Target	4-Year Target
NHS — Interstates Percent Good	70.8%	58.0%	58.0%
NHS — Interstates Percent Poor	0.20%	1.0%	1.0%
NHS — Non-Interstates Percent Good	40.3%	36.0%	36.0%
NHS — Non-Interstates Percent Poor	4.10%	6.0%	6.0%
Bridge performance Measure	Baseline	2-Year Target	4-Year Target
NHS — Bridge Deck Area Percent Good	32.5%	32.0%	32.0%
NHS — Bridge Deck Area Percent Poor	5.0%	6.0%	6.0%

SYSTEM PERFORMANCE (PM3)

System Performance Measure	Baseline	2-Year Target	4-Year Target
NHS — Interstates Reliability (Person-Miles)	92.1%	88.2%	88.2%
NHS — Non-Interstates Reliability (Person-Miles)	93.40%	89.40%	89.4%
NHS — Interstates Reliability (Truck Miles) *	1.32	1.35	1.35
Peak Hour Excessive Delay	<i>N/A - UZA over 1-million in population</i>		
Non-Single Occupancy Vehicle Travel	<i>N/A - UZA over 1-million in population</i>		
Emission Reductions	<i>N/A - UZA over 1-million in population</i>		

* Based on the Truck Travel Time Reliability (TTTR) Index

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MPO Resolution 23-02

A Resolution to Support the Performance Measure Targets established by the Tennessee Department of Transportation for Infrastructure Condition (PM2) and System Performance (PM3)

WHEREAS, the United States Congress passed the Moving Ahead for the 21st Century (MAP-21) Act and Fixing America's Surface Transportation (FAST) Act, which required the establishment of a performance-based transportation planning process; and

WHEREAS, the regulations for the National Performance Management Measures (23 CFR Part 490) require State DOTs and MPOs to set performance targets for Infrastructure Condition (PM2) and System Performance (PM3); and

WHEREAS, the Tennessee Department of Transportation has established performance targets for Infrastructure Condition (PM2) to assess pavement and bridge conditions in reference to percent of pavement on the Interstate System in Good condition, percent of pavement on the Interstate System in Poor condition, percent of pavement on the non-interstate National Highway System (NHS) in Good condition, percent of pavement on the non-interstate NHS in Poor condition, percent of NHS bridges in Good condition, and percent of NHS bridges in Poor condition, and

WHEREAS, the Tennessee Department of Transportation has established performance targets for System Performance (PM3) to assess the performance of Interstate and non-interstate NHS roads in reference to percent of Reliable Person-Miles traveled on the Interstate, percent of Reliable Person-Miles traveled on the non-interstate NHS, and Freight Reliability on the Interstate based on the Truck Travel Time Reliability Index, and

WHEREAS, MPOs have 180 days following the establishment and reporting of the State performance targets to make a decision regarding whether to support State's targets or to establish their own quantifiable performance targets; and

WHEREAS, the Bristol MPO recommends adoption of State's performance targets for Infrastructure Condition (PM2) and System Performance (PM3) as shown in Attachment A.

NOW, THEREFORE, BE IT RESOLVED BY THE EXECUTIVE BOARD OF THE BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION AS FOLLOWS:

That the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization does hereby approve adoption of the performance targets established by the Tennessee Department of Transportation for Infrastructure Condition (PM2) and System Performance (PM3) targets.

BE IT FURTHER RESOLVED, the Bristol MPO agrees to support the Tennessee Department of Transportation by agreeing to plan and program projects so that they contribute toward achieving those targets.

RESOLUTION APPROVED:

Date: _____

Bristol MPO Executive Board Chair

Tyler Gillenwater, Secretary, Bristol MPO Staff

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Item 9

**Federal Fiscal Year 2022-2025 Transit Asset Management (TAM) Targets
(Action Required)**

Summary: A key feature of the Moving Ahead for Progress in the 21st Century (MAP-21) was the establishment of a performance-based planning and programming. In addition to the highway performance measures (safety, infrastructure, and system performance measures), the Federal Transit Administration (FTA) regulations require public transportation providers to develop Transit Asset Management (TAM) plans to provide a systematic process for procuring, maintaining, and replacing capital assets.

As part of the TAM process, transit agencies are required to define performance targets in reference to the State of Good Repair (SGR) for transit assets. Subsequently, MPOs must include the TAM performance targets in the transportation planning process by adopting the local transit agencies performance targets or developing an independent regional target for all transit agencies.

The State of Good Repair is defined as the condition at which the capital asset is able to operate at a full level of performance and does not pose unacceptable safety risks for users. Assets are measured against Useful Life Benchmarks (ULB), which are the expected life cycle of the asset. Performance measures are established for revenue vehicles, equipment, and transit facilities.

Bristol Tennessee Transit maintains its own independent TAM performance targets. NET Trans, Bristol Virginia Transit and Mountain Lynx Transit have opted to participant in their respective state's Group TAM plan.

Recommendation: Staff recommends adoption of Resolution 23-XX, supporting the TAM performance targets as established by each transit agency or State DOT group plan.

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TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES AND TARGETS

Bristol Virginia Transit/Mountain Lynx Transit (DRPT group TAM Plan Targets)

Asset Category - Performance Measure	Asset Class	FFY2022
Revenue Vehicles		
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	5%
	BU - Bus	15%
	CU - Cutaway	10%
	MV-Minivan	20%
	BR - Over-the-Road Bus	15%
	VN - Van	20%
Equipment		
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	30%
	Trucks and other Rubber Tire Vehicles	30%
Facilities		
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administrative Facilities	10%
	Maintenance Facilities	10%
	Passenger Facilities	15%
	Parking Facilities	10%

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NET Trans (TDOT Group TAM Plan Targets)

Asset Category - Performance Measure	Asset Class	FFY2022
Revenue Vehicles		
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AO – Automobile	50%
	BU - Bus	20%
	CU – Cutaway Bus	20%
	MV-Minivan	40%
	OR – Other Rubber Tire	0%
	VN - Van	45%
Equipment		
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	25%
	Trucks and other Rubber Tire Vehicles	25%
Facilities		
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administrative Facilities	25%
	Maintenance Facilities	25%
	Passenger Facilities	25%
	Parking Facilities	25%

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Bristol Tennessee Transit TAM Targets

Asset Category - Performance Measure	Asset Class	FFY2022
Revenue Vehicles		
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AO – Automobile	
	BU - Bus	0%
	CU – Cutaway Bus	50%
	MV-Minivan	0%
	OR – Other Rubber Tire	
	VN - Van	0%
Equipment		
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	50%
	Trucks and other Rubber Tire Vehicles	
Facilities		
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administrative Facilities	0%
	Maintenance Facilities	0%
	Passenger Facilities	0%
	Parking Facilities	0%

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MPO Resolution 23-03

**A Resolution to Support the Transit Asset Management Performance Targets
for
Local Providers of Public Transportation**

WHEREAS, the United States Congress passed the Moving Ahead for the 21st Century (MAP-21) Act and Fixing America’s Surface Transportation (FAST) Act that mandated the establishment of a performance-based transportation planning process; and

WHEREAS, the Federal Transit Administration regulations (49 CFR Part 625) for Transit Asset Management (TAM) requires providers of public transportation to establish performance targets in reference to the State of Good Repair performance measures for transit assets; and

WHEREAS, the local transit agencies have approved State of Good Repair performance targets in conformance to the Transit Asset Management regulations; and

WHEREAS, the MPO must incorporate TAM performance measures and targets in the transportation planning process by agreeing to support each transit provider’s performance targets or to establish the MPO’s own quantifiable performance targets; and

WHEREAS, after consultation and coordination with local agencies, the MPO recommends adoption of the TAM performance targets as presented by each public transportation provider.

NOW THEREFORE BE IT RESOLVED BY THE EXECUTIVE BOARD OF THE BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION AS FOLLOWS:

That the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization does hereby approve adoption of the Transit Asset Management performance targets established for Bristol Tennessee Transit, Northeast Tennessee Regional Public Transportation, Bristol Virginia Transit, and Mountain Lynx Transit and agrees to plan and program projects so they contribute toward achieving those targets.

BE IT FURTHER RESOLVED, the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization approves adoption of future Transit Asset Management performance targets established for local transit providers as they may vary from annual updates.

RESOLUTION APPROVED:

Date: _____

Bristol MPO Executive Board Chair

Tyler Gillenwater, Secretary, Bristol MPO Staff

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Item 10
Census Bureau 2020 Census Urban Areas Update

Bristol TN-VA MPO 2020 Census Bureau Urban Areas Update

MPO partners,

On December 29, 2022, the Census Bureau released its updated list of Urban Areas resulting from the 2020 Decennial Census. These updates follow the redefinition of urban and rural areas by the Census Bureau after the 2020 Census. A summary of these updates can be found [here](#). The primary change from these new definitions impacting the Bristol Urban Area was the focus on defining urban areas by housing density instead of population density.

The following bullets summarize the updates relevant to the Bristol MPO, its member jurisdictions, and planning partners:

- The Bristol TN-VA Urban Area **remains classified as a separate urban area** from the Johnson City and Kingsport Urban Areas. It is unknown to what extent the three urban areas share borders until the release of the urban area boundaries later this month.
- The Bristol TN-VA Urban Area **increased in population** from 2010 to 2020 by 1.64% to 69,501.
- The Bristol TN-VA Urban Area **increased in area** from 2010 to 2020 by 7.38% to 68.70 square miles. This change was unexpected given the updated qualifications for urban areas changed in 2022.

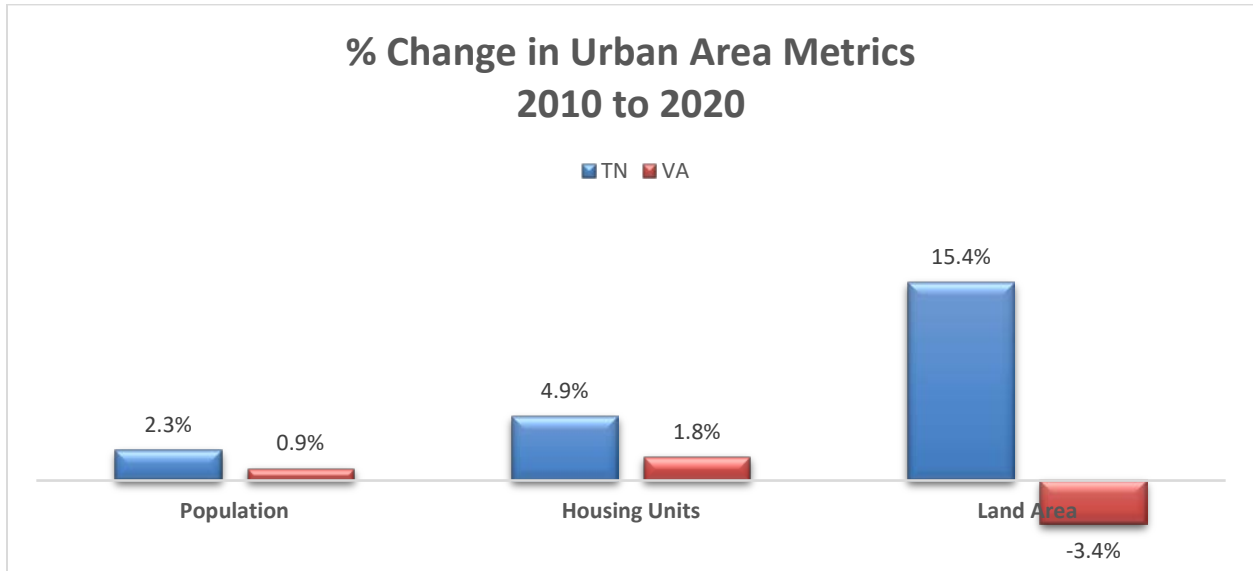
The following tables summarize the 2010 and 2020 population, housing units, and land area statistics for the Bristol TN-VA MPO as well as the percent change in each measure between the Urban Area updates.

2010						
State	Population	% Pop	Housing Units	% HU	Land Area	% Area
TN	36130	52.0%	16705	50.7%	31.69	49.6%
VA	33371	48.0%	16219	49.3%	32.2	50.4%
Total	69501	100%	32924	100%	63.89	100%

2020						
State	Population	% Pop	Housing Units	% HU	Land Area	% Area
TN	36969	52.3%	17530	51.5%	36.56	54.0%
VA	33669	47.7%	16510	48.5%	31.12	46.0%
Total	70638	100%	34040	100%	67.68	100%

% Change 2010 to 2020						
State	Population	Housing Units	Land Area			
TN	2.3%	4.9%	15.4%			
VA	0.9%	1.8%	-3.4%			

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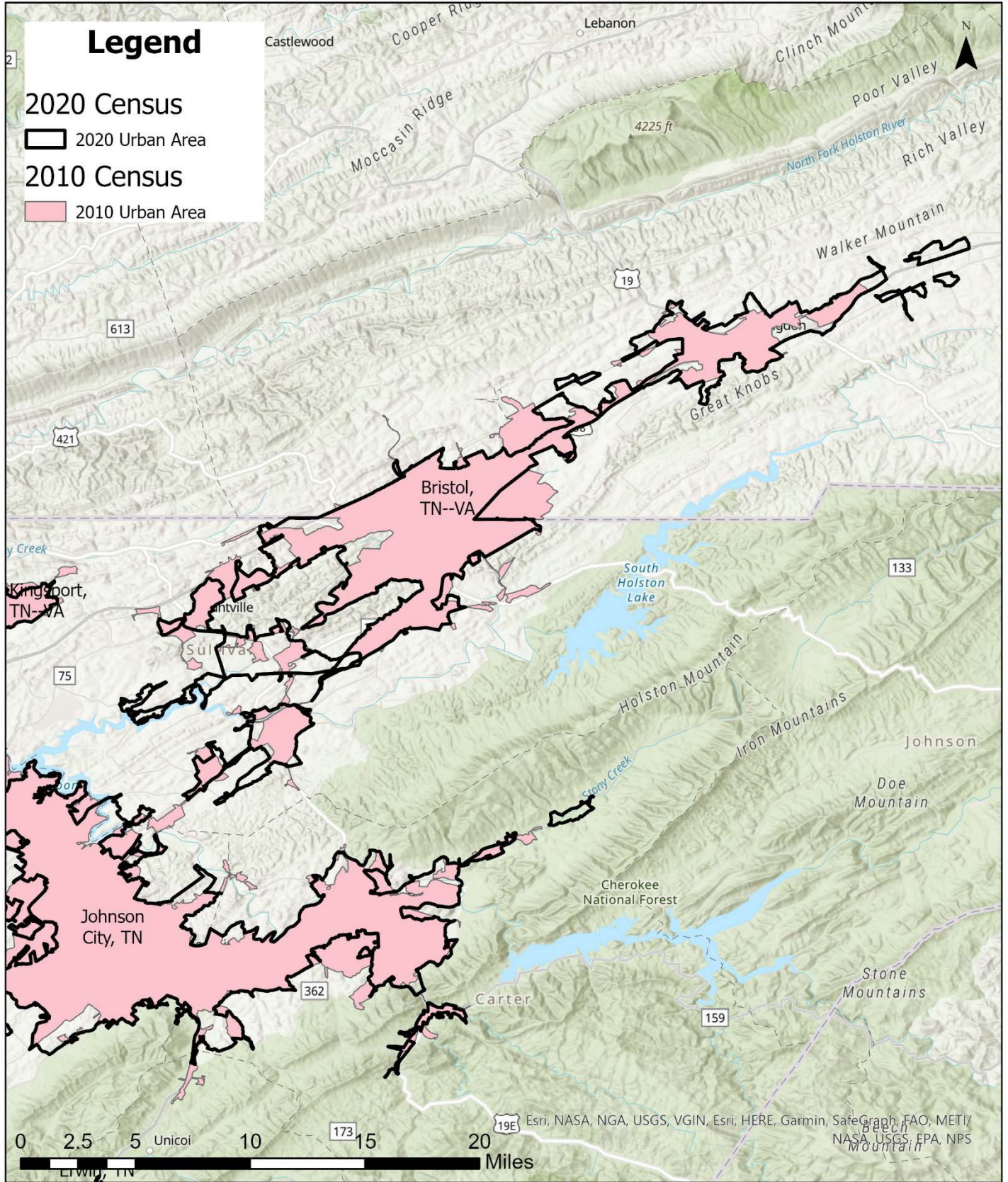
Overall, the Bristol MPO’s population, housing units, and land area remain nearly evenly distributed across both Tennessee and Virginia, with a significant increase in land area on the Tennessee side.

MPO staff will continue to provide updates and relevant information as the Census Bureau continues to release 2020 Census Urban Area Products, the last of which is expected to be released in May of this year.

For additional information, the Census Bureau website on the 2020 Census Urban Areas can be found [here](#).

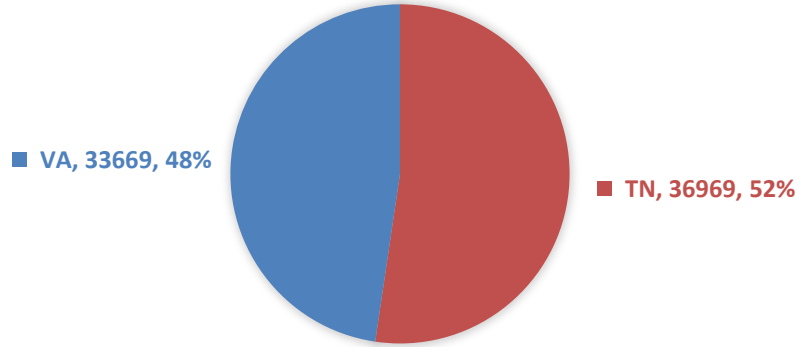
Graphics to summarize the 2020 and 2010 Urban Area metrics can be found on the following pages.

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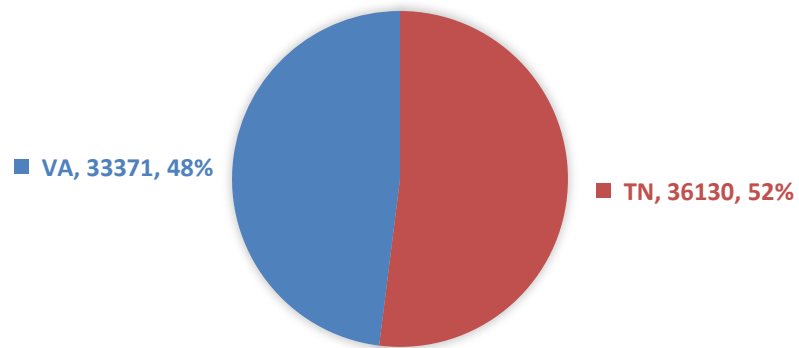


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BRISTOL URBAN AREA POPULATION
2020

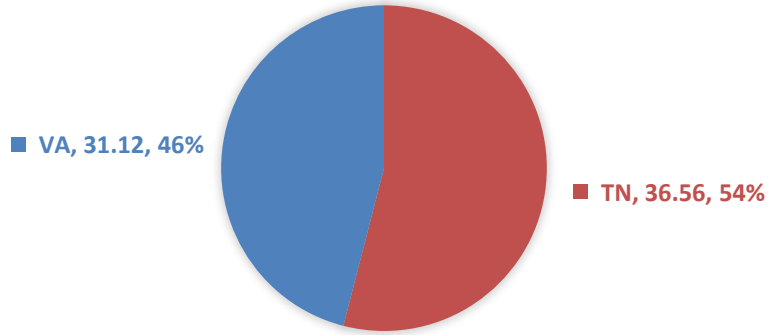


BRISTOL URBAN AREA POPULATION
2010

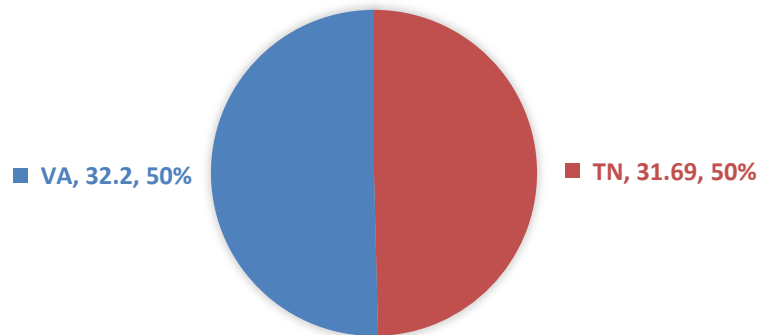


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BRISTOL URBAN LAND AREA (SQ. MI)
2020

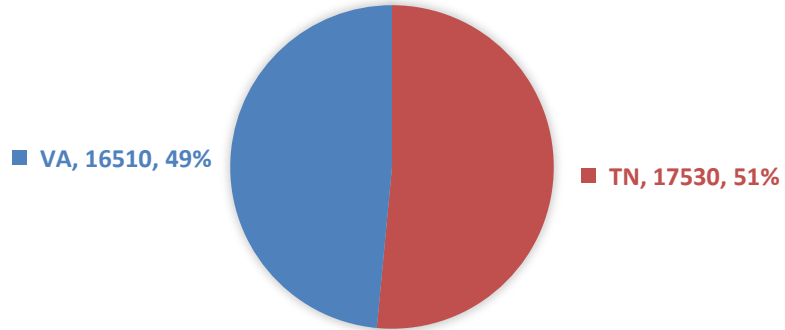


BRISTOL URBAN LAND AREA (SQ. MI)
2010

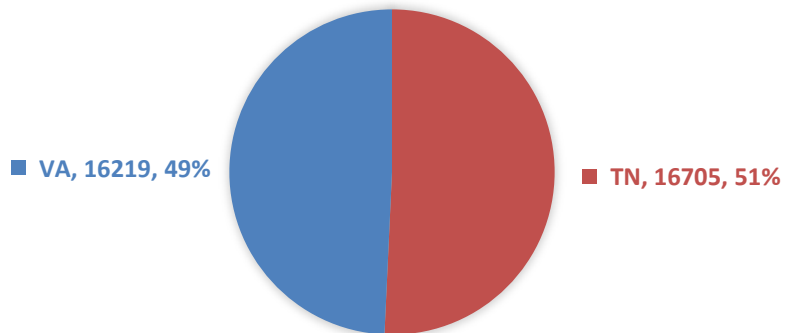


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BRISTOL URBAN AREA HOUSING UNITS
2020



BRISTOL URBAN AREA HOUSING UNITS
2010



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METROPOLITAN PLANNING ORGANIZATION

Item 11
State/Local Partners Updates

Candace Long – NET Trans
David Richardson – Mtn. Lynx
Melanie Fleenor – Bristol Virginia Transit
Wes Ritchie – Bristol Tennessee Transit
Blake Ailor – VDOT
Troy Ebbert - TDOT

Item 12
Other Matters

Item 13
Adjournment